

JOIN US IN HAMILTON VICTORIA DAY WEEKEND



In This Issue

- 3 Observation Platform
- 4 Chapter News
- 6 Installing Blue Point Turnout Controllers
- 9 Railway to the Isle Cape Breton Ferries
- 11 N Scale Kato P42 TCSM1 Decoder Installation
- 13 Designing the Cobourg & Peterboro Railway Part 5: Scenery
- 16 Hamilton 2008 Registration
- 23 Coming Events
- 24 "Dilapidated Structures"

Cover Photo: Top Left

Jim Ellis's Spring Creek Valley RR. On tour for Hamilton 2008. David Manary photo.

Cover Photo: Bottom Left

Scratchbuilt station on the BC Rail layout of Ron Tuff. On tour for Hamilton 2008. Ron Tuff photo.

C.A.R.M. VOLUNTEERS

CHAIR/EDITOR

John Johnston
41 Glenview Place, Hamilton, ON, L9C 6H9
chair@caorm.org

SECRETARY/TREASURER

Peter Moffett CRC MMR
7 Jolie Court, St. Catharines, ON, L2M 6V5
secretary@caorm.org

MEMBERSHIP DIRECTOR

David King
31-120 Quigley Rd, Hamilton, ON, L8K 6L4
membership@caorm.org

CRC MANAGER

David Burroughs
crc@caorm.org

WEBMASTER

Craig McCulloch
webmaster@caorm.org

VANCOUVER ISLAND CHAPTER:

Chair: Ed Warren e.a.warren@telus.net
Treasurer: Sterling Stump spstump@shaw.ca

CREDIT VALLEY CHAPTER:

Chair: Reg Laprise rlib@istar.ca
Treasurer: Roy Warner rwarners@rogers.com

ESSEX KENT CHAPTER:

Chair: Don Eastman daeastwood@southkent.net
Treasurer: Dave Ladore d.Ladore@sympatico.ca

GOLDEN HORSESHOE CHAPTER:

Chair: vacant
Treasurer: vacant

LONDON AND AREA CHAPTER:

Chair: Don Wesley don.wesley@sympatico.ca
Treasurer: Eric Blunt eric.blunt@sympatico.ca

NATIONAL CAPITAL CHAPTER:

Chair: Gary Baillargeon petworth.ems@cyberus.ca
Treasurer: Robert S. Elliott robert-lll@sympatico.ca

ONTARIO CENTRAL CHAPTER:

Chair: Bill Osborne
Treasurer: Robert Hollywood

ONTARIO MIDWESTERN CHAPTER:

Chair: Randy O'Hara ont_rail@yahoo.com
Treasurer: Peter Stamford trainguy.04@bmts.com

TORONTO CHAPTER:

Chair: Ian McIntosh ianmc@eol.ca
Treasurer: Cloy Hinbest cloyhinbest@yahoo.ca

WELCOME TO A NEW CARM SPONSOR

Heritage Art Editions.com
heritage puts the life back into memories



www.heritagearteditions.com

MLW SERVICES

Neat Model Railroad Stuff

S Scale Kits & Parts

Coming Soon: HO CNR K3 Pacific

8 Treeline Court, Etobicoke, ON, M9C 1K8

Phone: 416-626-8395

Email: andym@www.mlwservices.ca



JUST TRAIN CRAZY
SPECIALIZING IN MODEL RAILROAD SUPPLIES
905-309-9690

NEW • USED • BUY • SELL • TRADE
GRIMSBY'S OWN MODEL RAILROAD SHOP

Service

CALL PETER

7 LIVINGSTON • SUITE "B"

First

e-mail: justtraincrazy_7b@hotmail.com

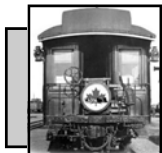
MEMBERS AREA PASSWORD

USERNAME: brake

PASSWORD: valve

Material for the Canadian should be sent to:

Editor: John Johnston, 41 Glenview Place, Hamilton, Ontario, L9C 6H9 or by e-mail at editor@caorm.org



THE OBSERVATION PLATFORM

THE INFORMATION AGE

You hear everywhere these days that we are living in *The Information Age*. Nowhere is this more of a truism than for those who love railroads and model railroading. It comes in two forms, websites, and publications.

As I began to plan the new version of the Pennsylvania Railroad Allegheny Division I first turned to the extensive library I have built up on the Pennsylvania Railroad. I was able to pour over photos and get a general sense of the track layout and the types of structures and topography that the railroad ran through. Conducting a web search I found sites that not only provided additional photographs but also provided actual track diagrams of the railroad through the area I was modelling. All of it freely available. My own utilization of these Internet resources made me take note of others who talked on Web Forums about their own experiences and I sensed a tone that all of this information should be freely available.

At this same time I was in the process of reading three new railroad books that I had acquired. During my recent trip back from Myrtle Beach I stopped over in Strasburg, Pennsylvania to visit the bookstore at the Strasburg Railroad. It is the best stocked railroad bookstore that I have ever come across and I enjoy looking through what is new. This time I was able to pick up two new volumes

on the Pennsylvania Railroad. Upon returning home I poured through them, particularly one entitled *Pennsylvania Railroad Tracksides with John Dziobko Jr. 1951-1961*. John had spent those years traveling the Pennsy system and particularly Altoona and the area which I model. His images showed me details that I didn't even know existed, and that is saying something, since I already own a wealth of material on the area and have visited there countless times. I also took the time to sit down and read through Ted Rafuse's new book *A Railway to the Isle, A History of the Strait of Canso Railway Car Ferries, 1890-1955*, which I have reviewed later in this issue of *The Canadian*.

Each of these individuals put considerable time into researching and writing the material used in their books. In the case of John, considerable money has been spent in climate controlled storage of his library of images. Many of us with our new Web based desired for access to anything for free, complain about the costs of today's books which can range from \$20 to \$100. I for one am thankful that these hobbyists have chosen to share with us. Model Railroading is a small market and in many cases they must capitalize their own publishing costs. None of them are going to get rich from writing railroad books, but they must have a sense of pride in preserving in written form a history that might otherwise be lost.

I am proud to admit to being a "book lover" and have a small collection in which I take a great deal of pride and pleasure.

In this *Age of Information* the Web isn't the "be all and end all" of information on our hobby. We are fortunate that so much of railroading was captured by early photographers and the history preserved. Digging it out can be time consuming and expensive. Craig Webb who is on our Convention Committee was at a meeting with me the other night and he started talking about a new book by Rod Clarke entitled *Narrow Gauge Through the Bush* and was quite forthcoming in his praise of the amount of research the author had conducted and how much information was provided. As an aside, we are hopeful that Rod Clarke will be a clinician at Hamilton 2008.

We are fortunate to have people like John, and Ted, and Rod in our hobby who are willing to put the time and effort into researching, writing, and publishing the history of railroads in every corner of this continent. For those of you who have become hooked on the Internet, I strongly recommend that you take a look at the book shelf next time you are in the local hobby shop. There are some great volumes by Canadian authors at prices that really are reasonable.

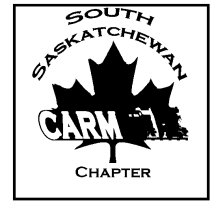
In closing, I would urge all of you to attend this years Convention in Hamilton. I am looking forward to meeting everyone and sharing my layout on the tour. After 18 months, progress has slowed down for a variety of reasons, but it is fully operational. I will be open on Friday night and hope to see you.

John Johnston: Editor

On a dreary overcast winter day, February 23, 2008, CN Mogul #89 is under steam outside the engine house at Strasburg, Pa. Photo by John Johnston



WE WANT TO WELCOME THE NEW South Saskatchewan Chapter:



Golden Horseshoe Chapter: The Golden Horseshoe Chapter held its mid Winter meeting on January 5th in Dundas, Ontario. One of the guest speakers was Constable Michael Fitzpatrick of the Canadian Pacific Railway Police. Constable Fitzpatrick gave a very interesting presentation to the group and notwithstanding some of the horror stories we hear from south of the border showed a very tolerant attitude towards the activities of railfans.

That being said, Constable Fitzpatrick was also very clear that his priorities were Safety and the Protection and Security of Railway Property. Operation Lifesaver has produced a pamphlet for railfans and I will see if we can obtain enough copies to distribute them at the Convention.

The safety tips given to railfans are for the most part common sense and include staying off railway property, not walking on bridges or in tunnels, and staying off the equipment. Photos should be taken from public property and you should be at least 5 metres away from the rails.

If you are out railfanning and you see any suspicious activity, or someone trespassing and acting in an unsafe manner around the equipment, call the railway police. CPR Police 1-800-716-9132 or CN Police 1-800-465-9239.

Applying common sense and following some simple rules will keep you safe, help maintain the security of the rail system, and avoid traumatizing train crews when they see people on or around the rails. We are among the few who know what it takes to stop a moving train, so set an example and railfan safely.

Toronto Chapter: On February 25, the Toronto Chapter visited Jeff Loach's HO layout under construction, filling most of a 13'x22' room. The Ontario Northland Agincourt Sub replicates the ONR



Photo Above: Dave Wetherald, Dave Fleming and Jeff Loach

and CP yards in North Bay in September 1978, with CP, CN, ONR and Via equipment, the town of Temagami and more. Along with the tour, Jeff spent some time answering questions on DCC issues, then the chapter had a business meeting.

The photo above shows Dave Wetherald, Dave Fleming and Jeff Loach looking over the layout. The photo below shows Jeff Loach answering a DCC question.

The March 4 Toronto Chapter meeting was a visit to the immense (about 2700 square feet) HO Railview Model Railroad Associates layout, covering downtown Toronto, Bayview Junction, Paris,

Dundas, Smithville and more, with many recognizable scenes. After a tour, most of us spent the evening running trains under their guidance.

Vancouver Island Chapter: The Vancouver Island Chapter held a Meet at the Duncan E&N Station on January 26, 2008. The executive was shuffled with Ed Warren elected as President and Sterling Stump elected as Secretary Treasurer to serve a one year term.

Photo Below: Jeff Loach answering DCC questions





Toronto Chapter visit to Railview Model Railroad Associates

Photo Above Left: Hamilton Junction and Canada Crushed Stone near Dundas

Photo Above Right: John Hinbest and Joan McIntosh running trains near Toronto; Associates Bill and Andy near Bayview Junction; Ralph Renzetti (in foreground) and Associate Tom watching Cloy Hinbest running a train; at far end of aisle, Associate Richard and Ed Freeman.

Photo Left: Associates Mike, Richard, Bill, Dan, Andy, George and Tom.

The business meeting was followed by an excellent clinic by Phil Makow of the CRHA E&N Division who described the difficulties and expense of purchasing and operating prototype equipment. He hopes to have his refurbished CN GP-9 in Parksville by the end of March.

Ed Warren did a clinic on scratchbuilding turnout hand throws. He noted that the demise of Surrey Custom Models has made it much more difficult to make your own operating switch stands.

Martin Lapp brought his sectional layout which we operated, and led a discussion on the difficulties in portable layout design and operation.

Lunch was catered by Romeo's Pizza. During the lunch break members visited the local hobby shop, and participated in a show and tell of models. John Britt brought a great display of CN passenger equipment, and Bob Thompson showed his recent freight car

efforts. Ed Warren showed his O scale Baldwin DRS 44 1000. In the afternoon we visited two home layouts. Peter Gilbertson's HO Durham Sub which has had a lot of work done since the Pacific Rails 2007 Convention. Andy Barber's outstanding BC Rail layout was giving all would be engineers a hand at the throttle, although the amateurs seemed to cause a few derailments and electrical glitches.

Our thanks to Martin Lapp for organiz-

ing the meet, Phil Makow for giving his clinic and Andy and Peter (and their crews) for opening their home layouts to us.

We have organized a spring meet for Saturday April 26th, 2008, at the Duncan Forestry Museum (BC Forestry Discovery Centre) at the north end of Duncan. We will be meeting in the Wellborne Building, which is a meeting hall at the back of the property.

The tentative program is as follows;
0930 - coffee, meet and greet; 1000 - Clinic 1; 1100 - Clinic 2; 1200 - lunch. Let us know if the pizza lunch that was served last time is worth a repeat, or you have other suggestions. 1230 -1330 - The



Photo left: Dan Saucier and Wolf Riedel admiring an urban scene on Peter Gilbertson's HO Durham Sub., one of the layouts on the meet's open house tour



Photo Above Left: John Britt's Via Rail Park Dome Observation car is built up from an old Grandt Line extruded aluminum car. The ends were bent and new dome installed to make a proper tail end car.

Photo Above Centre: Bob Thompson's HO model of a PGE stock car, from a Proto 1000 kit, using CDS dry transfers.

Photo Above Right: Martin Lapp demonstrated his sectional switching layout, with a discussion of benchwork, wiring and module joining options

show and tell from the meet in January was really enjoyable and informative. It is a great chance to learn new modelling approaches and techniques. Bring your models and show them off. 1330 - 1600 - tour of the Forestry Museum. Martin Lapp is trying to get us access to hidden treasures.

A finalized program will follow in a few weeks. As before the meet is free to members. You are welcome to bring a guest, but they will be charged \$15.00 to cover lunch and Museum admission. Don't forget that the Via service from Victoria dovetails very well with the meet times. Take the train! We look forward to seeing you there. The meet in January was a great success, and we hope to continue having these events three times a year as part of your CARM membership.

Ontario Central Chapter: The Chapter held meetings on November 24th and January 15th. At the January 15th meeting we hosted Cubs and Scouts. We had a hands on clinic for the kids and had them make some trees. At the end of the program we handed out a magazine from the Worlds Greatest Hobby along with a ballot that each child can send in for a chance to win \$500 worth of model railroad equipment. Bill Osborne gave out some gifts along with some model railroad magazines. This presentation is consistent with what the Ontario Central Chapter is trying to accomplish by educating our young people about the benefits of model railroading and trains in general.



Photos Above and Below Left: Boy Scouts and Cubs enjoy operating on the Ontario Central Chapter modular layout of Bill Bradford.



D.R. CUSTOM MODEL RAILWAYS

Building Museum Quality Railways

591 Green Blvd,
Peterborough, ON
K9K 1K2

Email:
bscott122@hotmail.com

Phone: 705-760-5213
Fax: 905-745-3280

Small Pikes
Switching Layouts
Large Home Railways
Track Plans
Backdrops
Dioramas

Bachrus Inc

HOME OF The Saddle

www.bachrus.com
LOCOMOTIVE RUNNING STANDS
FROM Z TO G
WE'RE ALL UNDER IT
contact us at sales@bachrus.com
or 905-337-9592

TRAINS ON BRANT
489

489 Brant St., Burlington, ON, L7R 2G5
 Phone: 905-637-3721
www.trainsonbrant.ca
 Email: mainline@trainsonbrant.ca
OPEN: 7 Days a Week

YOUR MAINLINE TO MODEL RAILROAD SUPPLIES

SUPPORT

FOR INFORMATION: Contact Joe Rutter
 519-376-2983 OR joe@fullsteamahead.ca

Custom Wooden Model Railroad Kits
Full Steam Ahead
 ♦ www.fullsteamahead.ca ♦

BILLBOARDS - ROOFING - BUILDING KITS

BARREL FACTORY FREIGHT HOUSE
 FARM AND FEED MABEL'S BREWERY
 PHINNY MCGINNY'S GARAGE

HUNTERLINE
 Manufacturer of Canadian Prototype
 Wooden Trackside Structures

Exclusive Canadian Distributor
MT. ALBERT SCALE LUMBER

www.hunterline.com
 Email: hunterline@golden.net
 Phone/Fax: 519-653-4174

CARM SPONSORS

TRAINZ RAILROAD SIMULATOR 2006

Includes
 Toronto 1954
 CNR Northern
 CPR Canadian
 More Canadian Content

VISIT: www.auran.com/TRS2006 (click on Region of Canada)

Paris Junction Hobbies

12 Mechanic St., Paris, ON
 519-442-5800 www.parisjunctionhobbies.com

TRAINS PLASTIC KITS
 RC PLANES TOOLS
 RC CARS TOYS & GAMES

world class products with home town hobby shop service

Installing Blue Point Turnout Controllers

Article and Photos by Steve Hoshel

The Ontario Midwestern Chapter is promoting the construction of FreeMO modules (in any scale) as a way to bring CARM Members together. I volunteered to build a module which had four turnouts in the track plan. Since FreeMo modules require the turnouts to have powered frogs, I thought I would try New Rail Models Blue Point turnout controllers for several reasons. 1: They are compact. 2: They are mechanical, which keeps things simple. 3: They have a built in Double Pole Double Throw (DPDT) switch making it easy to power the turnout frog with the correct polarity.

This module was built at and with the help of Lloyd's Small Engine, my local hobby store. The package contents are shown in **photo 1**. They include the turnout controller, a length of wire, and instructions.

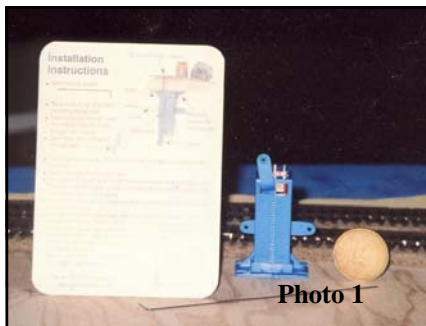


Photo 1

The installation instructions along with some tips are:

- 1: Bend the wire into an L shape. Using Linesman's Pliers was invaluable since the jaws acted as a gauge for the short leg length and easily bent the wire.
- 2: Move the slider to the top of the turnout controller. This is the mounting flange end.
- 3: Insert the long leg of the wire through the slider, then the short leg through the hole in the lever at the bottom of the turnout controller.
- 4: Bend excess of short leg sticking through the level hole down to hold the wire in the hole (**photo 2**). I found it necessary to support the lever when bending this wire. I started the bend in the wire, then placed the jaws of the pliers over the end of the wire and the lever.

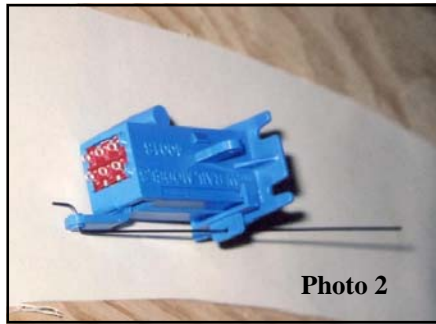


Photo 2

- 5: Drill a 1/4 inch hole under the centre of the turnout throwbar. A larger hole may be required depending on the thickness of the subroadbed. (**photo 3**)

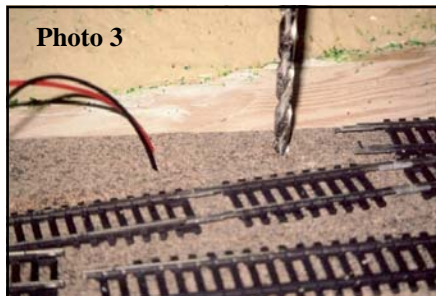


Photo 3

- 6: Centre the lever so the wire is straight up. I found this step difficult to accomplish and ultimately unnecessary as I could adjust the mounting location by watching the amount of flex in the wire.
- 7: Place the Blue Point Controller with wire through the turnout throwbar and mount using screws. #4 screws are recommended however we used #6 screws without any problem. Double sided tape may be used to hold the controller temporarily (**photo 4**).

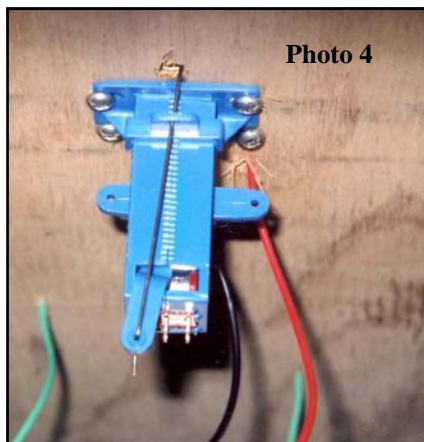


Photo 4

- 8: Adjust the throw and tension of the turnout points by moving the slider to a position that allows positive throw to both sides. Standard push pull rods and

devises designed for radio controlled airplanes may be used to operate the turnout controller. Wiring instructions to power the frogs are not included but are straightforward as described next:

- 1: Solder the wired from the frog to centre terminal of one side of the DPDT switch (**photo 5**). To make this task easier we soldered wires to terminal with turnout controller on the workbench.

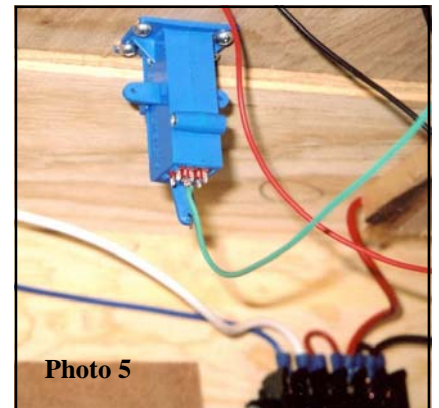


Photo 5

- 2: Solder the wires from DCC track bus or block wiring to outside terminal of same side remembering to test for proper polarity as control level is moved. (**photo 6**). We found that it helped to see that the lever end moved to the side that has terminals connected to the centre terminal.

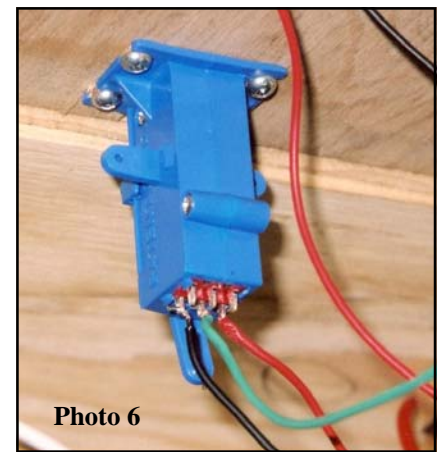


Photo 6

New Rail Model's Blue Point Turnout Controller is a winning product. I found them simple to use and relatively easy to install if the throw wire can be seen for centering the turnout controller.

Osborn Model Kits

Osborn Model kits is proud to present a **new line of HO railroad products.** The product is based on a Canadian theme.



To see our entire product line: www.osbornmodelkits.com or visit one of the many hobby shops that carry our products



Our mission is to bring you the best possible selection and service at the most competitive prices

CREDIT VALLEY RAILWAY COMPANY

Your first choice for model railroading supplies

Located at 184 Queen St. S., Streetsville, ON
Phone 905-826-1306 Fax 905-826-7306
www.cvrco.com

NIAGARA CENTRAL HOBBIES

Canada's Largest Hobby & Craft Shop

600 pieces of brass in stock: scales N-to-G

3000 sq. ft. train dept.
400 sq. ft. of details

395 St. Pauls St. St. Catharines, ON
niagaracentralhobbies.com

Phone: 905-684-7355 Fax: 905-684-1700

PROMOTING THE HOBBY OF RAILWAY MODELLING IN CANADA



NORTH KILDONAN PUBLICATIONS

Publisher of Canadian Railway Modeller



For subscription rates and other products and services
www.cdnrwyomod.com

SUPPORT CARM SPONSORS

2008 CARM CALENDAR

PROTOTYPE AND MODEL RAILWAY PHOTOS NEEDED

JPEG, JPG, TIF, TIFF or other uncompressed digital format 4.0 megapixel or greater image size, horizontal format

Include a short description, the photographer's name and any other pertinent information.

E-mail me a sample of the image, less than 4 megabytes, as all images will be considered.

You will be contacted as to how to get a larger image to me if needed.

SEND IT TO:

David King, Membership Director
membership@caorm.org

Now! Over 70 scale-sized photographic backdrop kits for Z-N-HO-S-O scales at your hobby shop, or direct.



www.sceniking.com

Sceniking
We're behind you all the way

Proud Sponsors of **CARM**

A RAILWAY TO THE ISLE

A History of the Strait of Canso Railway Car Ferries

1890-1955

Book Review by John Johnston

A Railway to the Isle is the latest book from the research and pen of Ted Rafuse. The book describes the history of the Strait of Canso Railway Car Ferries between 1890 and 1955.

Ted has shown an ongoing interest in Railway Ferry operations as a previous book entitled **Coal to Canada: A History of the Ontario Car Ferry Company** looked at operations on Lake Ontario between Cobourg, Ontario and the Rochester area of New York. This latest book chronicles an area that Ted knows well as his grandmother lived in Port Hawkesbury, and he visited the area regularly as a youngster. These visits gave him the opportunity to witness operations first hand at Port Tupper as he spent countless hours sitting on a hill overlooking the yard. At fourteen he also had the opportunity to ride the cab of the mixed train from Port Inverness to Hawkesbury and shovel coal into the steam engines fire box.

The book is soft cover, 42 pages, and an easy read. Ted has a very straightforward, well structured method of writing that flows very naturally and contains a large amount of technical detail without sounding like it was written by a technician. The amount of detail about operations as well as the numerous photographs on every page are a testament to Ted's research skills. I also found it interesting that dotted throughout the book are personal reminiscences from individuals who worked either on the railway or the ferries, some of whom Ted was able to interview for their first hand stories.

Ted's great uncle had been a Chief Engineer on the *Scotia II* and had shared many stories with his young nephew and those recollections have found their way into the book in the descriptions of conditions for the men who worked on these boats. Ted's roots in the area show clearly in his detailed descriptions of the area and his inclusion of the roles and jobs of the many men who worked on

the railway.

As I was reading through the book I thought about how many of us are interested in modelling rail-marine transfer operations and the ease with which this Strait of Canso and Cape Breton operation could be converted to a layout. Ted has included track diagrams of the two rail-marine transfer points at Mulgrave on the mainland and Point Tupper on the island. There is a plan of the apron structure and the associated hoisting structure. There are numerous photographs of the ferries and plans for the *Scotia II*. The ferry itself would not be difficult to model as it is essentially a barge type hull with a bridge superstructure supported on lattice beams and has square funnels.

There are many excellent photographs of the various railway structures at both locations including stations, roundhouse, enclosed water tower, and the ferry aprons.

The track layouts at Mulgrave and Point Tupper are the right size for modelling

the entire area as it prototypically existed. There was a significant passenger operation as well as mixed freight with a strong focus on coal from the mines on Cape Breton.

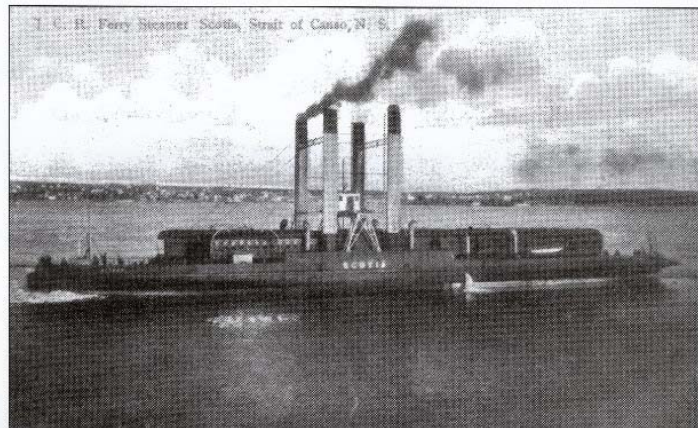
For anyone who thought that all coal is the same there is a fascinating description of the different steaming capabilities of the four or five types of coal that were mined on Cape Breton. The impact that the type of coal had on the ferries ability to generate power and fight through the ice in the winter makes for extremely interesting reading.

If you are interested in a piece of Canadian railway history, or in a prototype for creating a layout, I highly recommend this informative book.

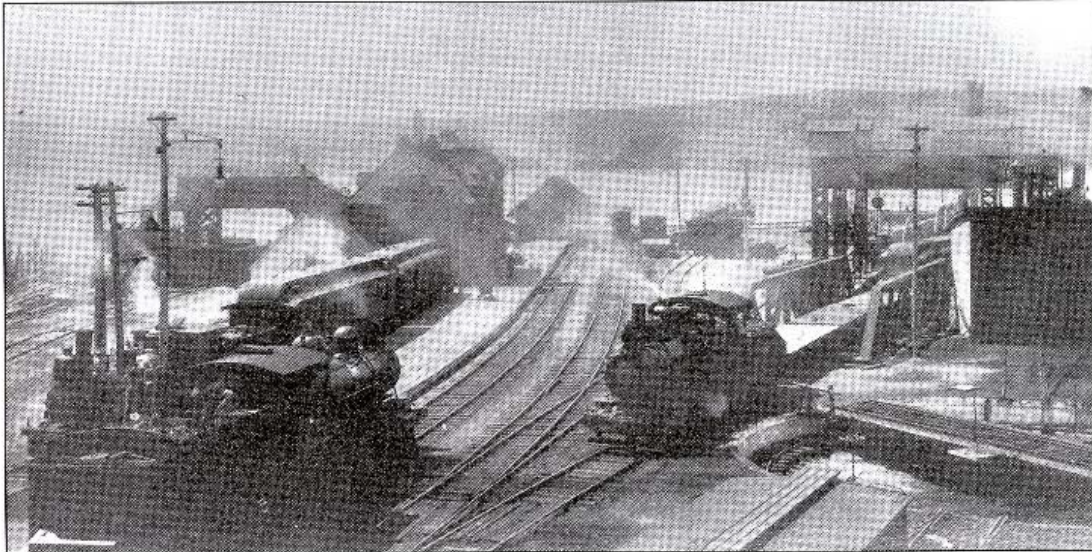
Ted is a CARM Member and will be attending the Hamilton Convention where he will be a clinician. I am sure he will be bringing along some copies of the book, which at \$20.00 is a very worthwhile purchase.

A Railway to the Isle

A History of the Strait of Canso Railway Car Ferries
1890-1955



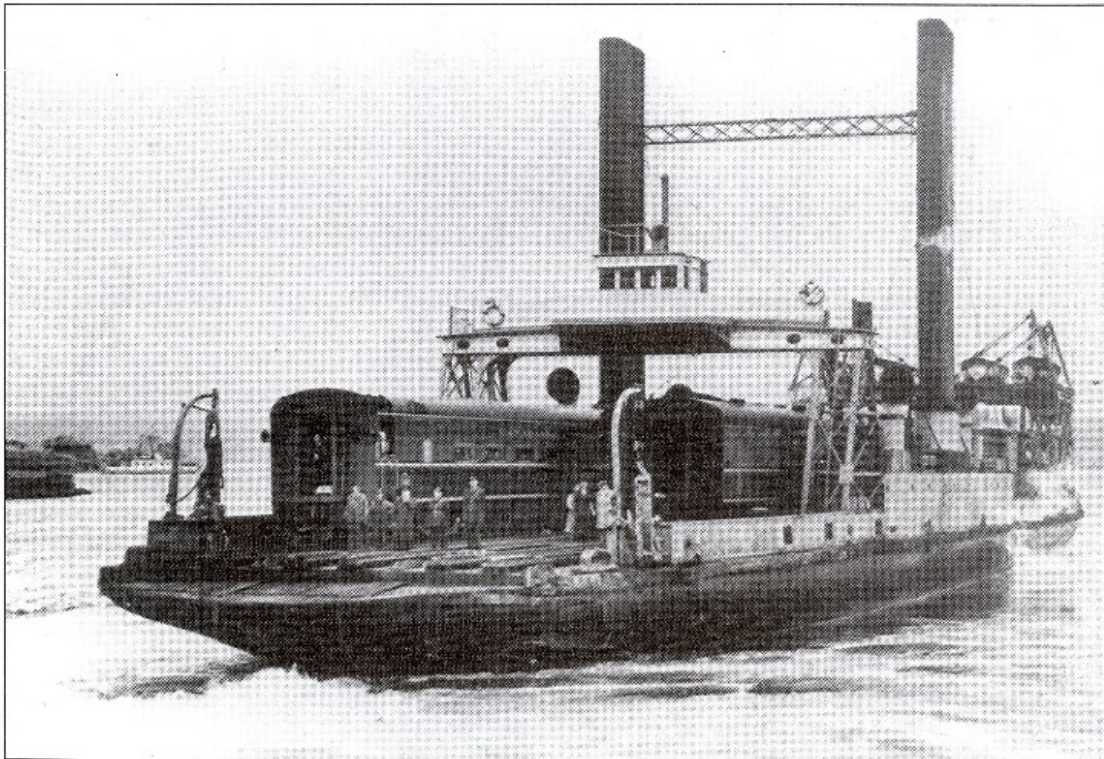
By
Ted Rafuse



Courtesy Point Tupper Heritage Association

This remarkable image of a part of the Point Tupper railway yard was recorded prior to July, 1912. To the extreme right the four funnels of the S.S. *Scotia* are visible behind and above the framework of the hoisting mechanism and apron. This mooring was especially constructed in 1902 for the new railway car ferry. In the centre of the image an unidentified switcher with three cars attached to the tender is about to couple to a passenger car on the car deck of the *Scotia*. The three flat cars were 'idler' cars used so that a locomotive did not have to operate on the apron. This prevented the excessive weight of the engine from damaging the apron itself or the hoisting cables attached to the apron. To the bottom left a second unidentified locomotive rests on one of the two stub end station tracks while several people stand in the tender coal pile. On a distant siding to the right of these tracks a single passenger car awaits a future assignment. Partially obscured behind the nearest locomotive is a small road engine. It waits patiently coupled to a baggage-express car and a single coach. This train occupies a third, shorter, stub end station track. The train could be either the Cape Breton Railway's train destined for St. Peter's or the Inverness & Richmond Railway's train bound for Inverness. In either case the locomotive is one of light tonnage, perhaps a 4-4-0 or a 4-6-0. With this connecting train, perhaps it is the Halifax-Sydney express that is being unloaded from the *Scotia*. In the background and to the left of the passenger cars is the original transfer apron used when the barges shuttled cars between the two ports. The imposing structure in the centre of the photograph is the original Intercolonial Railway station. This two storey structure provided all necessary passenger, express, baggage and ticket office space. The second storey contained living quarters for the station agent, his family as well as railway office space. In July 1912 a major fire swept through the Point Tupper yard destroying most of what appears in this image. The *Scotia's* docking complex, although moderately damaged, was quickly repaired. Much of the yard was redesigned. A new station was erected some distance removed from the apron area and the turntable was moved to a position in front of the roundhouse. The latter structure was one of the few not consumed in the fire.

16



Colin Purcell provided this photograph of *Scotia II's* final passenger train transfer between the mainland and Cape Breton Island. *Scotia II* has just cleared her mooring at Mulgrave beginning her journey across the Strait of Canso to Point Tupper. The small group of people on the car deck perhaps are very aware of the significance of this voyage. The passenger cars carry the distinctively attractive black, green and yellow paint scheme that Canadian National Railways adopted in 1954. Following this final crossing, passenger trains operated over the newly opened Canso Causeway ending a half century of rail car ferry service on the Strait of Canso. The Canso Causeway was not officially opened until August 1955, several months after this photograph was taken. The causeway however came into use as soon as possible. In the distance to the left of the passenger car is one of the automobile car ferries that sailed between Mulgrave and Port Hawkesbury. Her days too are numbered.

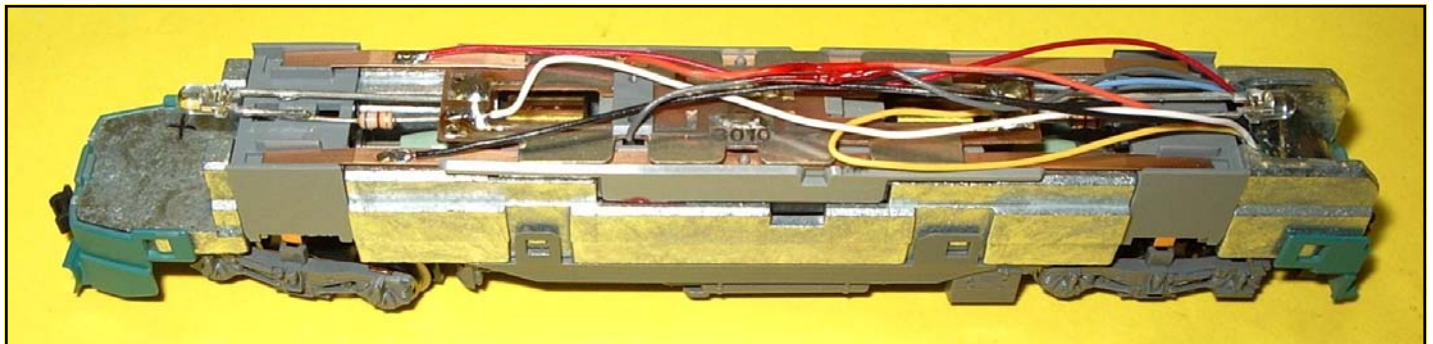
35

N Scale Kato P42 TCSM1 Decoder Installation

Article and Photos by Bob Young



The TCSM1 decoder supports control of front and rear headlights only in addition to motor control. The function assignment for this locomotive is: **F0** - Front headlight with the short hood the forward end of the locomotive. This decoder is set with CV29='38dec', causing the decoder to respond Analogue DC as well as DCC with recognition of a 'long address' and '128/28 Speed Step'. The 'long address' of '900' is set into the decoder. The CV values that control the operation of the decoder can be changed by the user with OPS mode (operational trackage) or Service mode (isolated programming trackage) programming techniques.

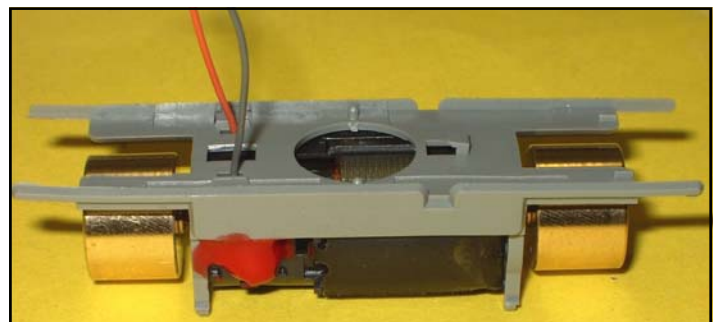
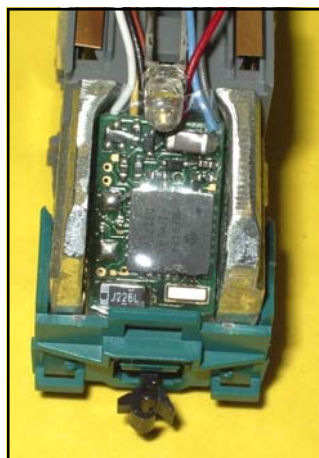


The image above shows the TCSM1 decoder installed in a milled cavity at the rear of the locomotive. The original 'light board' was modified to enable the use of the original LED lighting. 680ohm, 1/6w current limiting resistors were added in series with the



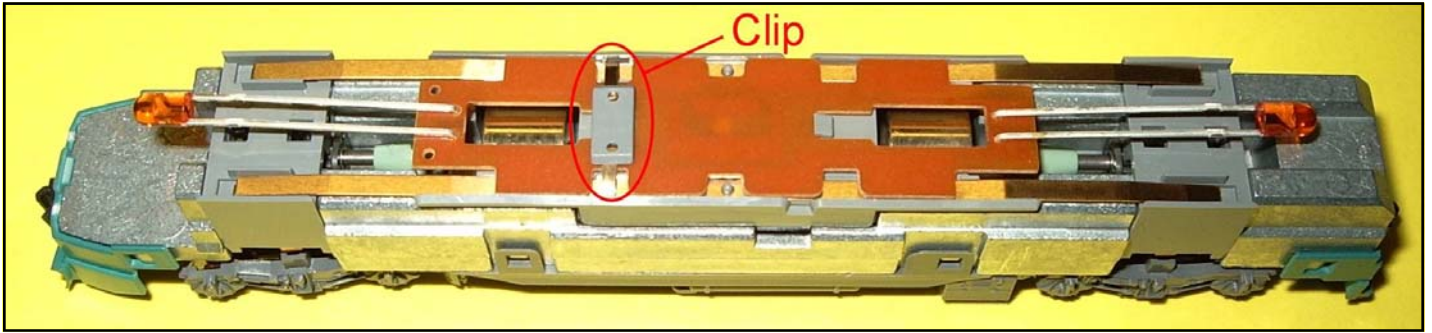
The image above shows the frame after it was milled to create a cavity for the TCSM1 decoder.

The image below shows the frame reassembled with the TCSM1 decoder installed.



The image above shows the motor after it has been modified. The spring clips that connected with the light board were removed and replaced with 'Orange' and 'Grey' wires to match the respective wires connections on the decoder. A dab of 'liquid plastic' has been added to both of the motor brush caps to ensure that there can not be any electrical contact with the frame.

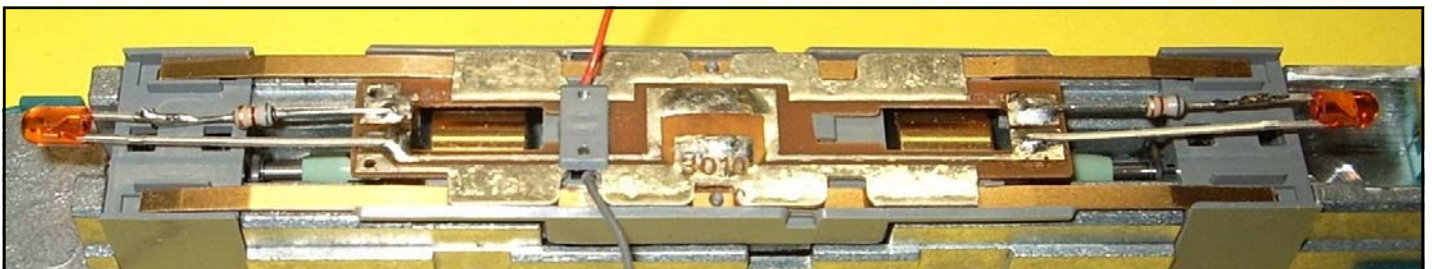
The image below shows the light board as it was installed by the manufacturer. Note the clip that must be removed to release the light board. This clip also connected the brass tabs from the motor to the brass strips that connected with the trucks to bring rail power to the light board. This clip is used to hold the light board in place after the light board has been modified for the decoder installation.



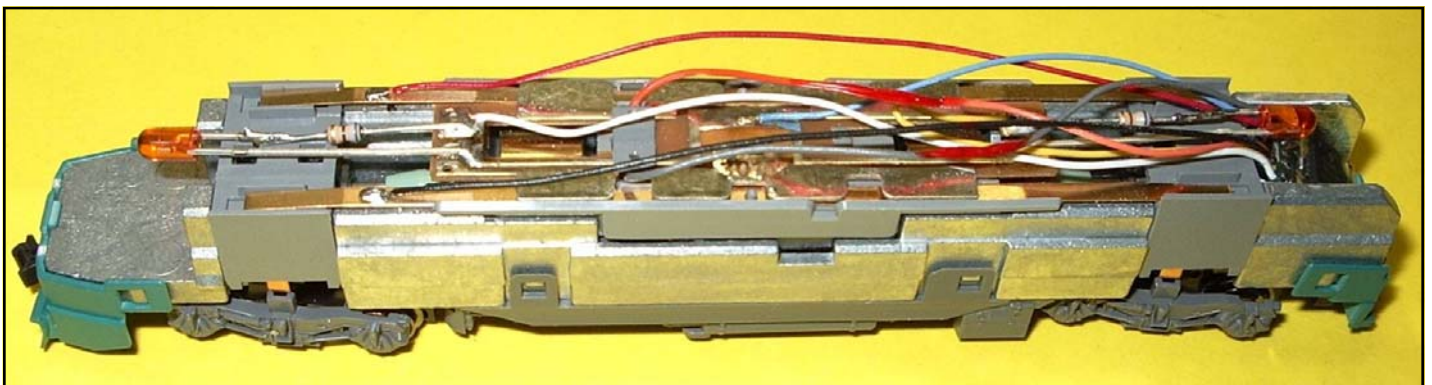
The image below shows the light board after it has been removed and turned over. Note the SMT resistor in the center of the light board and the SMT diode across the LED at the right of the image. Note also the circuit tabs along the long sides of the light board. These tabs made contact with the brass strips that connected with the trucks to bring rail power to the light board.



The image below shows the light board after it has been modified. The SMT components have been removed. In order to isolate the LEDs the circuit board traces have been removed at the cathode connections of the LEDs. One of the LEDs that were installed by the manufacturer must be turned over to allow the anodes of both LEDs to share the same connection. A 680ohm, 1/6watt resistor has been added in series with the cathode of each LED. The light board has also been trimmed to allow the motor wires to pass through the light board.



The image below shows the completed decoder installation. The decoder 'Red' and 'Black' wires have been soldered to the brass strips that connected with the trucks to bring rail power to the light board. The decoder 'Orange' and 'Grey' wires have been soldered to the respective wires from the motor with the joint coated with 'liquid plastic' to ensure electrical insulation. The decoder 'White' and 'Yellow' wires have been soldered to the respective LED resistor. The decoder 'Blue' wire has been soldered to the point that is common to the anodes of both LEDs.



Designing the Cobourg & Peterborough Railway Part 5: Scenery

Article and Photos by Ted Rafuse

The base landscaping includes beach sand, sifted soil, and dyed sawdust. The latter was on hand having been created many years ago by soaking sawdust in a bath of green dye. After several minutes the wet sawdust was squeezed by hand and spread on layers of newspaper on my garage floor to dry. Second and third mixes of raw sawdust created lighter greens and the process was followed for each colouring.

Before using the sawdust was sifted through a fine sieve to remove large pieces. The base landscape was prepared by 'painting' with a white glue and water mixture. Sawdust was sprinkled through a sieve, or by allowing it to drop from the palm of my hand, on top of this glue layer. Next a mix of wet water (water to which a drop or two of detergent has been added) was sprayed over the area so that the white glue was visible rising to the sawdust layer. When dry this created a firm bonding of the scenic material to the base.

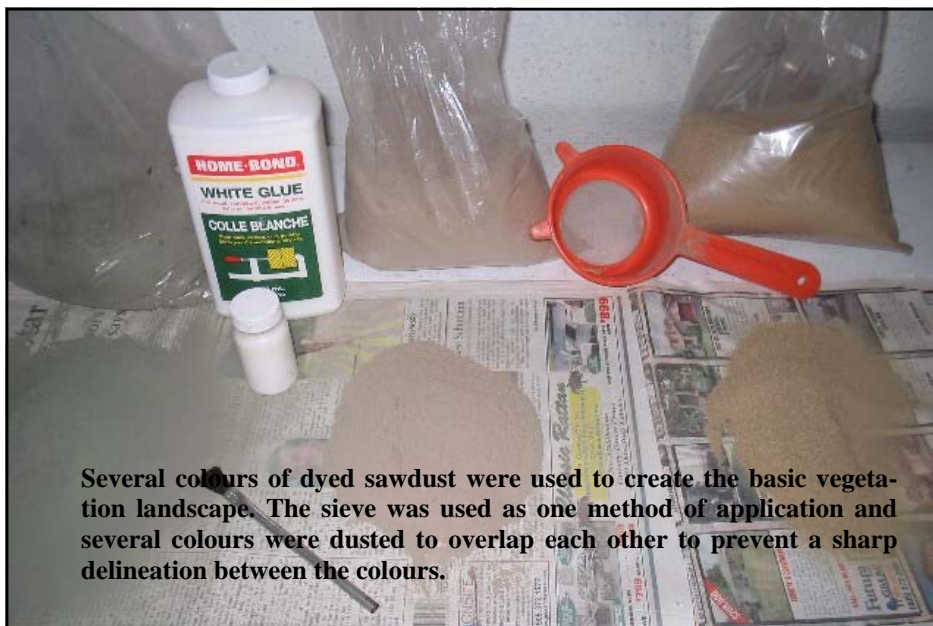
To simulate weeds, various textures and colours of Woodland Scenics ground foam were applied loosely from between my fingers or strategically placed using tweezers. One sentence describes this process, but many minutes were consumed in its application!

Roads in the harbour area were constructed from a reddish sand from my cottage road. Again a sieve was used to separate large grains from the finer mixture. With practice using a sieve as the applicator reasonably defined roads were created with definition between vegetation and road surface. Sharp delineations are not necessary, and perhaps even undesirable, between the road and off road vegetation. The road was sprayed with wet water and white glue and water mixture applied with an eye dropper. Roadside vegetation was added at this stage as well.

On the Rice Lake side of the module sifted Lake Ontario beach sand was used for the roads. It is lighter in colour than the cottage sand and provided a contrast



Ballasting underway using inexpensive brush.



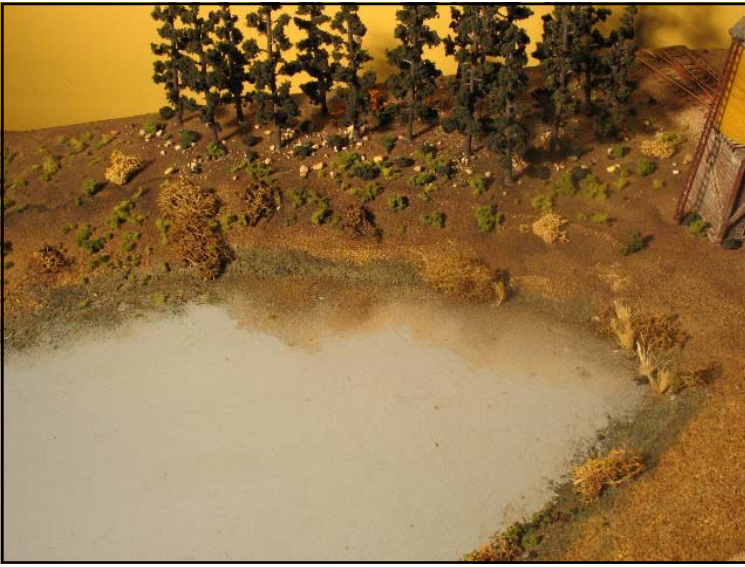
Several colours of dyed sawdust were used to create the basic vegetation landscape. The sieve was used as one method of application and several colours were dusted to overlap each other to prevent a sharp delineation between the colours.

between the two landscapes. The method as described above was used to create the roads on this module. Base ground cover and light foliage were added following the same technique as described earlier.

While applying the white glue and water mixture along the shore of Rice Lake some of my application, to my chagrin, washed out onto the lake surface. Reluctant to wipe it up immediately for fear of marring my finished water, all scenic activity ceased. A few hours later I returned and was taken quite aback. The

feared blemish instead was quite interesting. Inadvertently a swamp/marsh had been created along the shore line. The blemish remains! To enhance its appearance, several clumps of binder twine reeds were 'planted.' A scale 4-6 feet of binder twine was cut and held together. One end was dipped in white glue and then 'planted' in place. While drying the individual fibres were spread apart to make the clumps appear larger.

This part of the series appears short in text but the time involved to complete this aspect of scenery was not!



Photos Above: Cobharbour: This area of Cobourg harbour indicates a small section of completed basic landscaping.

TRAFFIC AT BAYVIEW JUNCTION

Photos by Justin Parry





Hamilton 2008

Canadian Railway Convention

May 16-18, 2008

McMaster University

This year's convention is being held in Hamilton, Ontario, Canada. Sponsored by the Canadian Association of Railway Modellers and hosted by the Hamilton 2008 Convention Committee; with the participation of the CRHA; CN, CP and TH&B Sigs, and many other devoted individuals too numerous to name. The Convention is open to everyone whether you are a member of any of the above groups or not. Please see the inserted registration form for details.

Location:

McMaster University is located very close to the downtown core of Hamilton. The University is serviced by both public transit and regional transit. Parking is free on weekends. The clinics, display rooms, registration, buffet facility, and accommodations are all located within close proximity of each other. The train show is located within a 10 minute walk. For those who do not want to eat at the university, there are a number of restaurants just outside the university grounds to choose from. Maps will be provided to help conventioners find their way around.

Hamilton itself is a thriving city of vibrant neighbourhoods, each with a distinct character. Westdale, Ancaster and Dundas offer culturally rich and exciting areas for dining, visiting galleries, and shopping. In downtown Hamilton, James Street North is a bustling engine of artistic energy with new galleries and emerging artists making their homes here. Locke Street is the place for antiques, collectibles and cafes, while Hess Village, with its cobbled streets, upscale dining and funky club scene swings till the wee hours. The Waterfront district has become a Mecca for hikers, boarders and water sport enthusiasts. In the East end, there is a cornucopia of ethnic cultures, whose food stores and shops, like the bargain-priced fabric emporiums on Ottawa Street, are a buyer's delight. Circling the cosmopolitan pleasures of the city are some of the best urban pleasures to be had in Ontario – the splendour of Canada's most important gardens, the Royal Botanical Gardens, the famous Bruce Trail, and an abundance of conservation areas, water parks and walking paths. Overlooking the waters of Lake Ontario, and extending up over the protective circle of the Niagara Escarpment, this is a city whose proximity to Toronto (68km) and the Niagara Peninsula makes it an ideal destination for the traveler who wants to get close to the heart of the real Ontario.

Getting Here:

Visiting Hamilton has never been easier. Situated in the cluster of highways, train lines and airports that service Southern Ontario. This is a city that can be reached with ease by many different means. If you are traveling by air, John C Munro International Airport will come as a very pleasant surprise. It's one of the easiest airports to navigate, with ample and affordable parking, short walking distances and quick exit times. There is an Airport Shuttle Service, taxis and a limousine-on-demand service, as well as car rentals that will make the approximately twenty minute trip into Hamilton from the airport easy. WestJet and Air Canada Jazz are its two main passenger carriers. There are frequent flights from British Columbia and the West, as well as from most point east, like Ottawa, Montreal, Halifax, Moncton, St Johns and from international destinations. International passengers can use Pearson International Airport in Toronto, and pick up a rental car for the forty-five minute drive to Hamilton

By road, Hamilton is just a short detour from the Queen Elizabeth Way (QEW). Travelers from Buffalo, Fort Erie and St. Catharines can take the QEW over the Skyway Bridge to Highway 403 which will take you into the centre of the city. Those coming from Toronto will exit at Highway 403 in Burlington, before the Skyway Bridge. If you are coming from the Detroit-Windsor London area along Highway 401, you can take the Highway 403 exit near Woodstock which will get you to downtown Hamilton.

Bus lines offer regular service to Hamilton from many different locations, and the new buses are a comfortable and relaxing way to travel. Via Rail brings train travelers from across Canada to the station in Aldershot, a short distance outside the city in neighbouring Burlington. GO Train and GO Bus Services make regular trips from Toronto Union Station to Hamilton.

Accommodations:

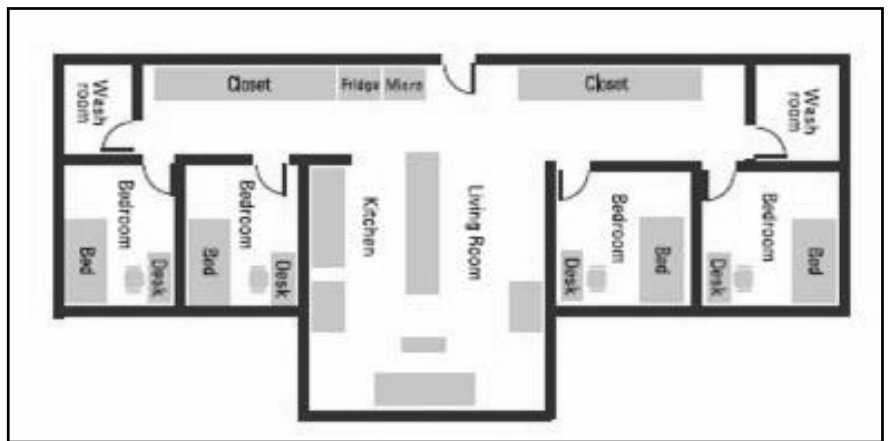
This year, we have obtained suite style accommodations using the Mary Keyes residence, completed in 2003. These accommodations also include breakfast. Rooms can be booked directly from the University at the rate of \$60.50/night per person including taxes. You can extend your stay before and/or after the convention at this same reasonable rate. Online bookings must be returned by April 18th, 2008.

Forms for room bookings at McMaster can be obtained online at

<http://conference.mcmaster.ca/documents/CARM08.pdf>

or by phoning (905)525-9140 ext. 26898 Attn. Danielle.

Each suite is 4 independent bedrooms, 2 washrooms, a living room and a kitchenette. Bedrooms measure approximately 8'10" by 12'2" and include Captain's bed, desk with bookcase and light fixture, desk chair, drapes, garbage can, built-in closet, telephone handset and internet and phone service. On each floor of the residence are lounges with television and VCR. Hopefully these will become gathering spots to share your experiences of each day. In the same building is the Bistro, an 8000 sq.ft. dining facility where breakfast, as well as anyone participating in the meal packages we are offering this year, will be served. Beyond the University, there are many accommodations options available in the Hamilton area.



Meals:

McMaster University is very much a city within a city and while there are many restaurants in the area, none are within walking distance. To allow conventioners to maximize their participation in events, we are offering 2 meal plans that can be booked through our registration form. Meals will be served at the East Meets West Bistro which is located in the Mary

Keyes Residence which is being used for accommodations. The first package will include on Saturday both and Lunch buffet and Dinner buffet for the cost of \$35.00. The second package will include a boxed lunch on the Sunday for an additional \$10.00.

Non-Rail:

There are many tours planned for the non-rail attendees. A trip to Hamilton would not be complete without a tour of the historic Dundurn Castle and the Royal Botanical Gardens. For the more adventurous, we are also offering a combined tour of Niagara Falls and the wineries of the Niagara Peninsula. Beyond the organized activities, tour books will be available to guide people to the many shopping and cultural activities available in the Hamilton, Niagara Falls, and Toronto area.



Hamilton 2008 Canadian Railway Convention

Schedule of Events

Friday May 16th									
Time	11-12	12-5	5-6	6-7	7-8	8-9	9-10	10-11	
Location									
Keyes Lobby	Registration								
Keyes Lobby		Halton Radial / Aberfoyle Tour				Layout Tours			
Keyes Lobby		Hamilton Railfan Tour							
Keyes Lobby		Royal Botanical Gardens Tour							
Keyes 2 nd Floor				Meet&Greet/PizzaParty					
Clinic Room 1				Full Steam Ahead: Make & Take Clinic					
Clinic Room 2						Railfanning S Ontario	Two Gen of Change	Back-drops	
Clinic Room 3						JMRI Show&Tell	ComBasd TrainSim	CN Car Ferries	

Saturday Morning / Afternoon May 17th										
Time	8:30-9:30	9-10	10-11	11-12	12-1	1:00-1:30	1:30-2:30	2:30-3:30	3:30-4:30	
Location										
Keyes Lobby	Registration									
Keyes Lobby	Via Rail Mimico Shops Tour									
Keyes Lobby		Dundurn Castle Tour			Niagara Falls / Winery Tour (until 6pm)					
Keyes Lobby		Layout Tours								
Keyes 2 nd Floor		Model Display								
Bistro					Lunch Buffet					
Clinic Room 1		RC Control O&G Scale	Railroad Work Stelco	Proto Model & Operation			CPR Pass Car History	150Yrs Union Station	Full-Size RailSim	
Clinic Room 2		Diesel Switchers	Digital Cam for Railfan Photography	Pick Vehicles Time Period			Hamilton Street Railway	Build Laser Kits 101	Wood to Steel Pass Equipment	
Clinic Room 3			Niagara's Mich Central&Local Cement Industry							
Braley Centre		Train Show Setup Time								

Saturday Evening May 17th								
Location	Time	5-7	7-8	8-9	9-10	10-11		
Keyes Lobby			Layout Tours					
Bistro		Dinner Buffet						
Theatre		Movie Night						

Sunday May 18th									
Time	8:30-9	9-9:30	9:30-10:30	10:30-11	11-11:30	11:30-1:00	1-4	4-5	5-7
Location									
Keyes Lobby	Union Station / John St Roundhouse Tour						Layout Tours		
Bistro						BoxLunch			
Clinic Room 1		Post WWII TH&B Freight Cars		Clinic TBA					
Clinic Room 2		Railfanning Rochelle, Ill		Riding the last "Hudson's Bay Special"					
Braley Centre		Train Show Facility Opens			Train Show Open to Public			Train Show Teardown	
Room TBD	Annual Meetings								

FRIDAY NIGHT LAYOUT TOUR

Justin Parry: N Scale: The modern era ASTX is set in Northern Ontario around Thunder Bay. Doubledecker, 24X28, DCC controls. Operations oriented with 3 pulp and paper mills, 6 grain elevators, and an intermodal terminal.

John Johnston: N Scale: The Pennsylvania RR Allegheny Division is set in 1967 and prototypically represents Altoona, Pa. and the Horseshoe Curve area. Triple decked, 13X25, DCC controlled, this layout has been under construction for 18 months. with about 20% of scenery complete.

Ron Robinson: HO Scale:The Canada Atlantic Rwy is set in 1960 and represents the CPR line from Renfrew to Depot Harbour, ON. Layout is 10X50, DCC controlled, scenery almost complete, many scratchbuilt and kitbashed structures.

Richard Chrysler: HO Scale: The CNR Hagersville Sub is set in June 1950. Layout is double level "window box" style 18X30, DCC controlled, with 50% of scenery complete. Many scratchbuilt structures and modified craftsman rolling stock kits.



SATURDAY AFTERNOON LAYOUT TOUR

Ron Tuff MMR: HO Scale: This British Columbia Railway layout is set in 1980, double decked, 13X42, DCC controlled, with 15% of scenery complete. Handlaid track, prototypical track plan representing MP89 to MP259. Many scratchbuilt cars and structures. 265ft mainline run between staging yards.

David (Bus) Haverson: N Scale: This beautiful 12X17 layout is set in the 1950-1980 period and features Canadian Pacific motive power and includes a large city scene and many scratch-built structures. Bus is working on animating some scenes and the scenery is 95% complete.

Jim Ellis: HO Scale: The Spring Creek Valley RR is set in 1950-57, 12 X 35, and scenery is 90% complete. Handlaid track, 18 stall roundhouse, waterfront scene, Steam motive power mostly brass many customized to represent specific engines. Rolling stock is comprised mostly of brass and craftsman kits.

Dave Manary: On30 Scale: The Niagara Southern Rwy. is set in 1940, scenery is 90% complete. Layout is 12X13. The structures are mostly scratchbuilt with some kitbashed. NCE Wireless DCC control. Handlaid Code 83 track. Tsunami Sound decoders. Car Card system for operations.

Harvey McIntyre: On30 Scale: The Stoney Valley Rwy. is set in 1940, 21 X 16 with scenery 40% complete. Point to point mainline railroad with branchlines hauling mine products, general merchandise and passengers. Onboard sound in locomotives. Eye level mountain scenery. DCC control. Handlaid track.

Golden Horseshoe Live Steamers: Located at the Museum of Steam and Technology, a National Historic Site. The club operates two 1,500 foot loops of track to operate scratchbuilt live steam and diesel trains. The club will be in full operation exclusively for convention attendees from 10:00 a.m. to 4:00 p.m. Tours will also be offered by museum staff. Admission is free but donations are always welcome.

Barry Kelly: HO Scale: The Plywood Central is 20X30. The layout is built as an operating diorama and features long (40+ cars) freight and passenger trains pulled by an eclectic mix of steam and diesel power. The Layout is DC controlled with 10 cabs and 20% of scenery is complete.



SATURDAY AFTERNOON LAYOUT TOUR (continued)

Burlington Model Railway Club: N Scale, HO Scale, G Scale: The N Scale Burlington, Erie & Northern represents 1980's to present. Layout is 6 X 10 with 26 ft shelf and scenery is 20% complete. The track plan consists of a looping mainline with industries and a main yard. Rolling stock is a mix of steam and diesel.



The G Scale Layout is 100X150 with equipment from the 1900's to the present. It is constructed over an old pool and has two mainlines that accommodate 30-40 car trains. There is a 12 ft long curved trestle on the branchline.



The HO Burlington Lakeshore represents the 1950's to the present and is 18X40 with scenery 80% complete. The layout is a double track mainline with a mountain branch serving the logging industry. There is a wide mix of both passenger and freight rolling stock.



Ken Byrne MMR CRC: On30 Scale: The Chatham & Parkdale Railway is set in the 1930's and is 10 X 20 with 1.5 X 20 shelf in adjacent room. Scenery is 75% done and there are currently 35 industries in the four towns on this operations based layout, featuring a time table and fast clock. Sound equipped steam locomotives, DCC controlled with operations based on a 4 cycle car card system.

David King: On30 Scale: The Colorado & Wyoming Railway is set in 1930. The 8X17 layout is under construction with 10% of scenery complete. A proto-freelanced layout that focuses on mining and logging, Locomotives are predominantly gear driven steam equipped with sound. Trackwork is 75% complete and is handlaid Code 83. Digitrax DCC radio control is used.

SATURDAY EVENING LAYOUT TOUR

Craig Webb MMR CRC: On3 Scale: This 20X22 layout is set in 1920-30 and scenery is 100% complete. It is a narrow gauge railway set in Northern Ontario with a standard gauge connection. Handlaid track, most structures and rolling stock scratch-built. Layout was featured in Great Model Railroads.



David Lee MMR CRC: HO Scale: The Poyntlas & Dreerie RR is set in 1950. The 30 X 30 layout has, scenery 95% complete, tru-scale code 100 with scratch-built switches. Structures are mostly scratch-built or kit-bashed. Mainline is over 400 ft not including the sidings and the layout is DCC equipped.



Steel City N Gauge: N Scale: The Steel City Lines represents the 1950's to the present and is 24 X 80 with scenery 95% complete. One of Canada's largest N scale club layouts. The mainline is over 400' long and serves over 80 industries along the way. There are six separate city scenes and a coal branch serving 3 mines.



Hamilton Society of Model Railroaders: O Scale: The Algoma Eastern is 20X60 and set in the late 50's early 60's. The club celebrated its 75th anniversary in 2007. This layout features a long looping mainline that originates and terminates in a large yard. There is impressive scenery on a large scale, designed to simulate the area between Sudbury and Manitoulin. Rolling stock is diverse with many pieces of vintage equipment mixed in with custom built cars including a complete "Canadian". The trackwork is handlaid and the railroad is dispatcher controlled **with 8 DC cabs**.



Godfrey Hall: HO Scale: The Hamilton Northern is set in 1955 and the 14X14 layout has scenery 95% complete. The twice around mainline is designed as a running based show layout to highlight scenery and rolling stock. A portable 42" by 72" industrial layout will also be on display.



Dave Tournay: N Scale: The 9X11 layout represents the Ontario Northland in the 1980's and scenery is 90% complete. The single track mainline connects the two yards at North Bay and Moosonee. Structures and scenery are based on the prototype and reflect their Northern Ontario setting right down to the replication of the Northern Lights. Other special effects include both full moonlight and sunlight. Traffic is a prototypical mix of equipment from that era of Ontario Northland.

PROTOTYPE TOURS

The Halton County Radial Railway is a full size operating electric railway and museum, featuring historic electric railcars operating on two kilometers of scenic track. The HCRR is owned and operated by Ontario Electric Railway Historical Association, a non profit educational organization. The HCRR is proud to be Ontario's first and largest electric railway.



The 38 by 84 ft O Scale Aberfoyle Junction Model Railway is one of the finest layouts ever built. Set in the 1950's the scenery is 100% complete. Following CN, CP and TH&B prototypes, this huge layout is operated from a central elevated tower, using a Variac system. All track work is handlaid, with scratch built structures, and modified steam and diesel power. Night scenes, 3-track operating lift-bridge, working semaphores and light signals, roundhouses with operating turntables, dock scenes and a model of Canada Crush Stone Plant are but a few features found here. This is one of the great model railroads in North America and has been featured in numerous magazines.



This Tour is scheduled for Saturday Morning and will include transportation by School Bus. Safety vests are required and will be supplied by the Convention. Safety Shoes are not required but we recommend safety shoes as this is a working railyard. **IMPORTANT:** Railroad Security Regulations prohibit any photography inside the Shops. Anyone violating these rules may be subject to action by Via Security. Photography outside of the buildings IS PERMITTED. There are numerous pieces of equipment located outside the shops. Tours of the RDC's and the LRC's will be permitted if they remain at the shops. **A WAIVER WILL BE REQUIRED FOR THIS TOUR.**



This Tour will occur on Sunday morning and will utilize a Highway Coach. On the morning of Sunday, May 18th, conference attendees can take a tour of both the CPR Roundhouse and Union Station. Your tour guide will be TRHA historian Derek Boles. Derek has presented the history of railways in the Toronto area to many audiences and will be publishing a book on the topic in the near future. Derek also has led many tours of the roundhouse and behind the scenes at Union Station, thereby equipping him well to provide an in-depth tour to convention attendees. At the roundhouse itself, attendees will be able to tour the interior and examine the numerous engines, rolling stock and other artifacts as well as watch the turntable in operation.



This will be a guided tour for railfan photographers on Friday Afternoon to see many of the sites enjoyed by local photographers. The main focus will be Bayview Junction but other sites will also be visited.



OPERATING TRAIN SHOW

NUMEROUS OPERATING LAYOUTS—MANY NEVER SEEN IN THE HAMILTON AREA

N Scale * On30 Scale * S Scale

Many HO Scale Layouts

Limited Number of Vendors

Admission Free to Convention Registrants

Clinics

Dave Paterson: Simple & Effective Backdrops: Deals briefly with backdrop construction and then focuses on painting and finishing to create realistic backdrops.

Claire Gilbert: Picking Vehicles for the Time Period of your Railroad: Tips and assembling.

Derek A. Boles: 150 Years of Toronto Union Station 1858-2008: Toronto Union Station is Canada's busiest transportation hub as well as one of the city's most beloved heritage buildings. Toronto's first Union station opened on June 21, 1858. This was replaced by what was the most opulent railway station in Canada in 1873. That building was considerably expanded in the 1890s and replaced by the present Union Station in 1927. This presentation will provide an illustrated history of these and other downtown railway stations in celebration of the sesquicentennial of Toronto Union Station.

Richard McQuade: Building Passenger Cars from Wood to Steel: In this new clinic the author of *From Wood to Steel: Classic Passenger cars from 1860 to 1920* will show how he and other modellers have built and modified cars based on the book's plans and photos.

John Thompson: Hamilton Street Railway Streetcars: An Historical talk illustrated with slides.

Ted Rafuse: A Tale of Two Ferries: Water at times presented railway companies with an obstacle to continuous rail service. Bridges served a purpose for crossing relatively small water obstacles but when the body of water was larger a railway car ferry provided a viable and cost effective alternative. Canadian National Railways inherited two such naval railway operations from its predecessor companies and operated these into the 1950s. The Intercolonial Railway in 1980 commenced a railway car ferry operation across the Strait of Canso between mainline Nova Scotia and Cape Breton Island. In a joint venture the Grand Trunk railway and the Buffalo Rochester and Pittsburgh Railway formed the Ontario Car Ferry Company Which began operation across Lake Ontario in 1905. This clinic will provide an illustrated outline history of these two unique railway naval operations. Some tips on modelling a sea going interchange using ferries will be suggested.

Craig Webb: Riding The Last "Hudson Bay Special": For 39 years Canadian National ran this "Land Cruise" once a summer to introduce mostly American tourists to Northern Canada. The train spent a week running from Winnipeg to Churchill MB, stopping for activities and tours at various stations along the line. 1975 turned out to be the last year.

Andy Panko: Niagara's Michigan Central Railway and the Local Cement Industry: This is a PowerPoint presentation, with maps, graphics and plenty of photos, on the Michigan Centrals 100+ year history in Niagara (oldest railway in Upper Canada) right through to the middle of the last century. Coupled with this is an exploration of the cement industry in Queenston, how it worked and how it was intimately coupled to the railway. A great selection of photos in the presentation, plus advise on hiking opportunities to the abandoned site along the old MCRR for those who wish to explore further, and 'an industry you can model' for those so inclined.

Russ Milland & Henk Plaggemars: Recreating railways without boundaries using computer- based train simulators: Russ Milland will present the latest developments in the very affordable modelling of railways and railway operations using the computer you likely have in your home. This new part of our hobby has been growing dramatically over the past decade with new engines, rolling stock, routes, buildings, etc, being produced every day. These are typically available at no extra cost to other modelers. Russ has been involved in this part of our hobby for over six years and led the team, which simulated the entire Toronto Rail Lands from Bathurst Street to the Don River at their peak in 1955! Come and explore the possibilities.

Russ Milland & Henk Plaggemars: The State of the Art in Full Size Railway Simulations: Russ Milland & Henk Plaggemars will present the latest developments in railway simulators for training railway professionals (not only engineers) for full size railway systems such as the Union Pacific Railway. These computer systems work with 1:1 scale versions of full size control stands and remote control systems such as those used in controlling yard engines "from the ground". These controllers will be demonstrated at the convention. These systems will also be used soon in a number of Canadian museums to provide the full size driving experience.

Steve Tuff: Railfanning Rochelle Illinois: Rochelle is a small and quiet town in Illinois, except for the two major railways that run through it. These two railways are the BNSF & UP and they both meet at one point in town and cross over a double track diamond. These two lines are the exes Burlington Northern & CNW lines in and out of Chicago. Rochelle Illinois is designed for Railfanning, with its own park for people to rail fan right at the diamond. So find out what it's all about by Railfanning in Rochelle.

Tony Czerneda: Diesel Switchers, Then & Now: Traces the earliest beginnings of the diesel switcher up to the present, along with the history of the locomotives and the companies that built them.



**Canadian Railway
Convention
Hamilton, Ontario
May 16 to 18, 2008**

COMING EVENTS

The Canadian Railway Convention for 2008 will be held at McMaster University in Hamilton, Ontario on May 16-18, 2008. The convention program will include in it's program over 20 clinics, both prototype and non-rail tours, as well as layout tours to the many of the outstanding layouts in the Hamilton area. To wrap up the weekend, a train show will be held on the Sunday with 18000 sq ft of operating train layouts in many scales will be displayed. This is a weekend railroad enthusiasts will not want to miss. Convention registration is \$80. Further details will be available on the web at www.caorm.org. We look forward to seeing you in Hamilton in 2008.

Hamilton 2008 Train Show Held at the Braley Centre at McMaster University. 11:00AM to 4:00PM Admission: Adults \$8; Children 16yrs. old and younger FREE (when accompanied by an adult). The Train Show will feature 18,000 sq ft of operating Train Layouts in scales ranging from

N to HO to G and Narrow Gauge. An Operating Locomotive Simulator is planned and a number of Railway Special Interest Groups will be in attendance. The Show will be an excellent family outing as children 16 and under will be free when accompanied by an adult. Plan to attend what will be the largest display of operating layouts in Ontario in many years

Ontario, Cambridge, April 5: The 25th Anniversary Doubleheaders Model Railroad Club Self-Guided Home/Club Layout Tour. Registration 9:00AM to 3:00PM at Hespeler Arena, 640 Ellis Rd., Cambridge, Ontario. Tour Hours are 9:00AM to 9:00PM. Admission \$5.00 per person. 40+ layouts in the Kitchener-Waterloo-Cambridge-Guelph areas. For more information, please visit the website www.trainweb.org/doubleheaders/dhsite.htm or call 519-578-7546 or email dhtour@gmail.com

Ontario, Schomberg, April 12: 3rd Annual Ontario Narrow Gauge Show, at the Schomberg Community Hall, 325 Main Street, Schomberg (Hwys 9 and 27, just north of Toronto). 10 a.m. till 4 p.m. Canada's ONLY exclusively Narrow Gauge Show, featuring Narrow Gauge Layouts, Clinics and Vendors. \$10 advance/\$15 at the door. Contact Christopher at 905-939-0694, e-mail ontarionarrowgauge@hotmail.com or visit the show website at www.creative-works.ca/NGM

Ontario, Lindsay, April 12 & 13: The 34th Annual Lindsay Model Railway Show. Featuring Historical Displays; also Planes, Boats and Automobiles. Saturday 10 to 5, Sunday 10 to 4:30 at the Victoria Park Armory. Adults \$5, Seniors and students with ID \$4, Children 6 to 12 \$2, under 6 free. For more information contact Wayne lamb (705) 324-5316, Don McClellan (705) 454-2746 or P.O. Box 452, Lindsay, ON, K9V 4S5 email: ldmclub@hotmail.com or on the web at <http://www.trainweb.org/ldm>

British Columbia, Nanaimo, April 13: 24th Annual Mid Vancouver Island Model Railway Show, 10:00 am to 4:00 pm Location - Beban Park Rec. Center 2300 Bowen Road, Nanaimo. Admission \$3.00 members, \$5.00 non members, \$10.00 family, \$4.00 seniors. Information contact Rick Lord ,phone 250-724-4205 or e-mail rblord@telus.net.

Ontario, Ottawa April 25-27: The Bytown Bobber the 2008 Niagara Frontier Regional convention hosted by the St. Lawrence Division. 12 to 16 clinics presented over three days, participant limited hands on backdrop painting workshop, 25 layout tours covering a full range of scales, subjects and style, judged and appearance model contests, awards banquet with speaker, NFR raffle and fellowship spread over three days. For further information, registration forms and teasers please visit the web site, www.bytownbobber.org or contact Chair Grant Knowles gd.knowles@sympatico.ca or Registrar Greg Montague gm.montague@rogers.com

Ontario, St. Thomas, May 3 & 4: Railway Nostalgia Weekend and Canada Southern Hobby

Show - 10 a.m. to 4 p.m. both days. Boarding Pass Admission \$5 includes access to both shows. Modular layouts, Vendors, BX Tower, Tours Railway Station and Railway Museum, Five pieces of Rolling Stock on Display outside, Craft and Hobby Tables - Make and Take, Food Concessions. Info - Hobby Show at Station - 519-633-2535 (Cathy) Nostalgia Weekend at Museum = 519-637-6284 (Ron)

Ontario, Stayner, May 3: Nottawasaga Model RR Club Auction. St. Patricks Parrish Hall, Cedar St., Open for consignment items 8:30 am to 10 am. Auction from 12 noon to 5 pm. Admission \$3. Info from Bill Payne 705-429-2762 or Dolf Roelofsen 705-445-7317.

Ontario, Aberfoyle, May 5, 6 & May 12, 13: Aberfoyle Junction Model Railway Open House. South end of Aberfoyle on east side of Brock Rd. in Quonset hut. 1.5 kms north of Hwy 401 Exit #299. 10 am to 4:30 pm. Adults \$7 Students and seniors \$5 Children \$4.

Ontario, Midland, May 24, 25: The Midland District Railroad Club's 20th anniversary model train show Sat. 10am-5pm Sun. 10am-4pm, North Simcoe Sports and Recreation Centre/Midland Arena on King Street in Midland, Ontario, Canada. Entrance fees are: Adults \$5; Seniors \$3; Kids \$2. FOR MORE INFORMATION: Dieter Henne 705-534-3988 dvhenne448@rogers.com Vern Jamieson 705-527-3207, or Drew Beausoleil 705-527-1238

Ontario, Burlington, May 31: The Burlington Model Railway Club presents their Spring Train Show and Aldershot Community Festival at Hidden Valley Park, 10:00AM to 4:00PM, admission FREE, Donations Accepted. For information Godfrey Hall 905-528-2774 or Jim Torrance 905-335-1177 or www.burlington-model-railway-club.com

Ontario, London, June 14: The Western Ontario Division of the Niagara Frontier Region of the NMRA presents a "Day with Bob Boudreau, Master Model Railroader". East Anglican Ministries Building, 2060 Dundas St., London. 9:00 am registration, Free admission. For information contact Robert Langlois 519-860-4864 rplanglois@gamil.com or John Moseley 519-455-1311 j.moseley@sympatico.ca

**TRAIN SHOW
HAMILTON, ON
May 18, 2008**

**18,000 SQ FT
OF OPERATING
LAYOUTS**

**McMaster University
Braley Centre
11 am to 4 pm
Admission \$8**

PETERBOROUGH MODEL RAILROADERS

ANNUAL MODELLING CONTEST: PHOTOS BY JIM BURCHELL

Again this year, the Peterborough Model Railroaders held their modelling contest. This years theme was a "dilapidated structure". Eight structures were figments of active imaginations and 2 were kits to fit a locale on their layouts. One member actually travelled over 100 km to photograph and measure a home/driving shed and made a perfect model ; the grey house with the rusted pick-up beside it. As part of sharing our models we try to guest who built which one, what is your favourite part of each model, which one is the most humorous, and some how we come up with the groups favourite, this years' was the "Road Kill Cafe". Scales included were HO, S. On30 and O.



ABOVE RIGHT: Conrad Hill's HO scratch built run down and rusting barn and machinery.

BELOW LEFT: Graham Reid's scratch built HO farm house / tractor shed based upon a Frankfort, Ont. building.

BELOW CENTRE: Ron Scott's scratch built s-scale engine house is in disrepair. Do they fix it or tear it down?

BELOW RIGHT: Dave Goslin's HO scratch built "Hunter's Cabin" being visited by the 3 bears.



BELOW LEFT: Graham Reid's abandoned farm house made from a kit.

BELOW CENTRE: Theo VanVleit built the Woodlands Scenics HO "Forgotten Cabin " as his entry.

BELOW RIGHT: Dave Meyhew's scratch built On30 "Ron's Welding Shop " is abandoned because of a recent fire.



BELOW LEFT: Ron Hiscox's scratch built HO "RoadKill Cafe". The morsel and food was "well done"

BELOW CENTRE: Alex McLeod's "torched" MGTD is removed after an explosion in "Frank's Fireworks Factory"

BELOW RIGHT: Jim Burchell's scratch built Gn15 Bear Creek Covered bridge. A Heritage Site, it is made safer.

